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PRICES 25, 35, 40 CENTS EACH.

THOMAS H. BRIGGS & SONS
RALEIGH, N. C.

Richmond & Danville R. R. Co.
CONDENSED SCHEDULE.
In Effect Feb. 16th, 1890.

DAILY.		
SOUTHBOUND.		
No. 50.	No. 52.	
Lv. Richmond.....	8:00 p.m.	8:30 a.m.
" Burkeville.....	5:00 p.m.	4:30 a.m.
" Keyville.....	5:41 p.m.	5:08 a.m.
" Danville.....	8:40 p.m.	8:05 a.m.
Ar. Greensboro.....	10:27 p.m.	9:49 a.m.
Lv. Greensboro.....	8:20 p.m.	5:00 p.m.
Ar. Raleigh.....	4:40 p.m.	9:00 p.m.
Lv. Raleigh.....	4:45 p.m.	1:00 a.m.
" Durham.....	5:48 p.m.	3:55 a.m.
Ar. Greensboro.....	8:20 p.m.	7:30 a.m.
Lv. Winston Salem.....	15:30 p.m.	6:15 a.m.
" Greensboro.....	10:37 p.m.	9:50 a.m.
Ar. Salisbury.....	13:26 a.m.	11:18 a.m.
" Statesville.....	1:49 a.m.	12:09 p.m.
" Asheville.....	7:22 a.m.	4:37 p.m.
" Hot Springs.....	9:33 a.m.	6:15 p.m.
Lv. Salisbury.....	12:32 a.m.	11:23 a.m.
Ar. Charlotte.....	9:05 a.m.	12:40 p.m.
" Spartanburg.....	4:51 a.m.	3:38 p.m.
" Greenville.....	5:56 a.m.	4:46 p.m.
" Atlanta.....	11:00 a.m.	9:40 p.m.
Lv. Charlotte.....	9:20 a.m.	1:00 p.m.
Ar. Columbia.....	6:30 a.m.	5:10 p.m.
" Augusta.....	10:30 a.m.	9:00 p.m.

DAILY.		
NORTHBOUND.		
No. 51.	No. 53.	
Lv. Augusta.....	8:10 p.m.	8:50 a.m.
" Columbia.....	10:35 p.m.	12:30 p.m.
Ar. Charlotte.....	3:13 a.m.	5:15 p.m.
Lv. Atlanta.....	8:00 p.m.	7:10 a.m.
Ar. Greenville.....	1:39 a.m.	2:52 p.m.
" Spartanburg.....	4:25 a.m.	5:30 p.m.
" Charlotte.....	6:02 a.m.	7:05 p.m.
Lv. Hot Springs.....	11:10 p.m.	12:25 p.m.
" Asheville.....	12:40 a.m.	3:07 p.m.
" Statesville.....	5:02 a.m.	6:06 p.m.
Ar. Salisbury.....	5:53 a.m.	6:50 p.m.
Lv. Salisbury.....	8:07 a.m.	7:12 p.m.
Ar. Greensboro.....	7:45 a.m.	8:40 p.m.
Ar. Winston-Salem.....	11:40 a.m.	12:30 p.m.
Lv. Greensboro.....	9:45 a.m.	11:00 p.m.
Ar. Durham.....	12:01 p.m.	5:00 a.m.
" Raleigh.....	1:05 p.m.	7:45 a.m.
Lv. Raleigh.....	1:05 p.m.	9:00 a.m.
Ar. Greensboro.....	3:00 p.m.	12:30 p.m.
Lv. Greensboro.....	7:50 a.m.	8:50 p.m.
Ar. Danville.....	9:32 a.m.	10:30 p.m.
" Keyville.....	12:45 p.m.	1:50 a.m.
" Burkeville.....	1:35 p.m.	2:40 a.m.
" Richmond.....	3:45 p.m.	5:15 a.m.

West Point, Richmond and Raleigh.
Via Keyville, Oxford and Durham.

54 & 102	STATIONS.	55 & 103
7:00 a.m.	Lv. West Point..Ar	6:10 p.m.
9:40 a.m.	Ar. Richmond..Lv	7:45 p.m.
11:00 a.m.	Lv. Richmond..Ar	8:40 p.m.
1:00 p.m.	" Burkeville..Ar	3:45 p.m.
2:05 p.m.	" Keyville..Ar	3:00 p.m.
2:35 p.m.	" Fort Mitchell..Ar	12:58 p.m.
3:02 p.m.	" Finney Wood..Ar	12:47 p.m.
2:45 p.m.	" Chasewood..Ar	12:30 p.m.
3:06 p.m.	" Five Forks..Ar	12:10 p.m.
3:20 p.m.	" Clarksville..Ar	11:55 a.m.
3:35 p.m.	" Soudan..Ar	11:40 a.m.
3:50 p.m.	" Bullock's..Ar	11:24 a.m.
3:58 p.m.	" Stall's..Ar	11:15 a.m.
4:23 p.m.	Ar. Oxford..Lv	10:40 a.m.
4:00 p.m.	Lv. Oxford..Ar	10:00 a.m.
5:15 p.m.	Ar. Danbury..Lv	9:25 a.m.
5:45 p.m.	" Henderson..Ar	8:55 a.m.
4:22 p.m.	Lv. Oxford..Ar	10:46 a.m.
4:45 p.m.	" Stem's..Ar	10:16 a.m.
4:55 p.m.	" Lyon's..Ar	10:09 a.m.
5:17 p.m.	" Holloway..Ar	9:43 a.m.
5:36 p.m.	" Durham..Ar	9:25 a.m.
6:39 p.m.	" Carey..Ar	8:38 a.m.
7:00 p.m.	Ar. Raleigh..Lv	8:15 a.m.

Daily except Sunday. Daily. Daily except Monday.

Additional train leaves Oxford daily except Sunday 11:00 a.m., arrive Henderson 12:05 p.m., returning leave Henderson 2:10 p.m. daily except Sunday, arrive Oxford 3:15 p.m.

No. 50 leaving Greensboro 2:30 p.m. and Raleigh 4:45 p.m. daily makes connection at Durham with No. 19, leaving at 6:00 p.m. daily, except Sunday for Oxford, Henderson, and all points on O. & E., O. & C., and R. & M. Roads.

Passenger coaches run through between West Point and Raleigh via Keyville, on Nos. 54 and 102, and 55 and 103.

Nos. 51 and 53 connect at Richmond from and to West Point and Baltimore daily except Sunday.

Nos. 50 and 51 connect at Greensboro with trains to and from Morehead City and Wilmington, and at Selma to and from Fayetteville.

No. 52 connects at Greensboro for Fayetteville.

No. 53 connects at Selma for Wilson, N. C.

Nos. 50 and 51 make close connection at University Station with trains to and from Chapel Hill, except Sundays.

SLEEPING-CAR SERVICE.
On Trains 50 and 51, Pullman Buffet Sleeper between Atlanta and New York, Danville and Augusta, and Greensboro, via Asheville to Morristown, Tenn.

On 52 and 53, Pullman Buffet Sleeper between Washington and New Orleans via Montgomery, and between Washington and Birmingham, Richmond, and Greensboro, Raleigh and Greensboro, and between Washington and Augusta, and Pullman Buffet Sleepers between Washington and Asheville and Hot Springs.

Through Tickets on sale at principal Stations to all points.
For rates, local and through time-tables apply to any agent of the company, or to
SOL HAAS, JAS. L. TAYLOR, Traffic Manager, Gen. Pass. Agent, W. A. TUBE, Div. Pass. Agent, RALEIGH, N. C.

EVERY BODY
WHO WANTS TO SAVE MONEY
—ON—
CLOTHING
Should call on us.

WE ARE CLOSING OUT OUR ENTIRE LINE OF
CHILDREN'S SUITS
AT BONA FIDE COST—NO HUMBUG.

—A SUPERIOR LINE OF—
FURNISHING - GOODS,
SHIRTS, COLLARS, CUFFS AND NEGLIGEE SHIRTS.

CROSS & LINEHAN,
Holleman Building, - 210 Fayetteville St.

GOLDEN OPPORTUNITY!
GOODS MUST BE SOLD!

300 pieces of all wool, black and colored dress goods at a fraction more than half value.
50 pieces black and colored silks (plain and fancy Surah silks) at far less than New York cost.
200 plain and fancy Parasols at less than factory cost.
2000 pieces of ladies' Cambric and Muslin Underwear, at 50c. on the dollar.
400 Gents' dress Shirts at 60c., 85c., and 90c., worth 85c., \$1.10 and \$1.25.
250 pairs Gents' and Ladies' hand-welt and hand-sewed fine Shoes, and you can save from \$1.00 to \$2.00 on any pair of them.
A complete line of French and American Corsets at a large discount from regular prices. White Goods, Laces, Embroideries, Gloves, Hosiery, Neck-wear, Ribbons, Fancy Braids, Collars, Cuffs, Cravats, Jewelry and a host of other things that you can buy at prices that will simply astonish you.

THE GOODS MUST BE SOLD.
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RALEIGH, N. C.

You can come to our store and get the best corset there is (that's Ball's), wear it two or three weeks, return it, and get your money again, if it isn't exactly right.

The reason is that this corset is right for nine out of ten; and we, or rather the maker behind us, takes the risk of the tenth.

We have a primer on Corsets for you at the store.

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FOR DINNER DESSERT AND TEA.

Everything in the way of first-class canned goods; Peaches, Pears, Apricots, Cherries, &c., &c. Canned Vegetables of every description; Shrimps, Salmon, Crabs, Lobsters, &c. Best goods, lowest prices. A good corn, standard No. 2 size, at 10c. per can is a cheap vegetable.

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NEW ROE HERRINGS.

Thirty thousand new Roe HERRINGS, Finest fish, packed expressly to order; at retail, and in half barrels, containing one hundred pounds of fish net. Weight guaranteed.

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FLOR, FLOR.

Triplet's "Monarch," "Stock's Queen," and the ever popular Pataasco brands, "Superlative" and "Orange Grove. Prices as low as the lowest.

HARDIN & PESCU.

"BELLEVUE."

Persons or families desiring a cool, healthy and pleasant retreat for the summer, can find board at "BELLEVUE," a lovely country home in North Granville, about 1 mile from the depot and village of Stovall, on the Richmond & Durham R. R. No malaria, no dust, heat, nor expensive dressing. Plenty of mineral water, fresh milk and vegetables, and thorough comfort in all respects.

Board, - - \$20.00 Per Month.

Apply to **MRS. L. E. AMIS,**

Stovall P. O., N. C.

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THE OAKS HOTEL,
Asheville, N. C.

Situated in a magnificent grove, on the line of the street railway, in the heart of the city. "One of the finest, if not the largest, hotels in the city" (to quote from the Evening Journal).

"The Oaks" is certainly, in many respects, one of the most desirable for those seeking health or pleasure. Terms reasonable.

H. J. GREENWELL, Owner and Prop'r.

A. B. STREZ, A. S. READING,

Special Managers.

MORTGAGE SALE.

By virtue of authority conferred in a mortgage executed by Burgess Reid and wife, and recorded in Register's office of Wake County, in book 107, on page 708, we will, on Monday, the 31st day of July, A. D., 1890, at the Court House door in Raleigh, at 12 o'clock p.m., sell to the highest bidder, for cash, the following described house and lot of land in the city of Raleigh, situated on the South side of West Martin street, adjoining the land of Edward Reid, Wm. Durham and others, and more fully described in said mortgage.

PEELE & MAYNARD,

June 18, 1890-1m

SOLICIT THE PATRONAGE OF THE LADIES

In Dress-making and Plain Sewing at my Residence, 120 Halifax Street, Raleigh, N. C.

Respectfully, **MRS. IDA MORRIS.**

41-eod-1m

THE NORTH CAROLINA STEEL AND IRON CO.

GREENSBORO, N. C.

OFFICERS: President, James A. Odell; Vice-President, Julian S. Carr; General Manager, J. J. Newman; Treasurer, S. H. Wiley; Secretary, Chas. D. Benbow; Financial Agent, Robert T. Gray; Attorney, Theo. F. Kluttz. **EXECUTIVE AND FINANCE COMMITTEE:** James A. Odell, D. W. C. Benbow, Julius A. Gray. **DIRECTORS:** A. B. Andrews, Second Vice-President R. & D. E. R. Co., Raleigh; James A. Odell, President Odell Hardware Co., Greensboro, N. C.; Julius A. Gray, President Cape Fear & Yadkin Valley Railway Company, Greensboro, N. C.; Theo. F. Kluttz, Attorney-at-Law, and President Yadkin Railroad Company, Salisbury, N. C.; Julian S. Carr, President Blackwell's Durham Tobacco Company, Durham, N. C.; D. W. C. Benbow, Greensboro, N. C., Robert T. Gray, Attorney-at-Law, Raleigh, N. C.

The Company owns the Famous "Ore Hill" Property, in Chatham Co., N. C., that has been noted as an iron property for more than a century. Ores from it were used in the manufacture of iron during the Revolutionary war. During the late civil war the Confederate Government selected this locality as the site of large iron and ordinance works, because of the exceptionally High Grade of its Ores. The lack of railroad facilities has made impossible, hitherto, the profitable utilization of these ores on any large scale. The locality is now, however, made accessible by the Cape Fear and Yadkin Valley Railroad, which passes through the property.

Some of the most noted iron men in America have examined and reported on these ores, and so far as the directors of this company know, there has never been an expert report on it that was not highly favorable. Prof. Chas. D. Wilber, inspector of mines and mineral lands, formerly State Geologist of Illinois and mining expert for the Northern Pacific R. R., visited Ore Hill in 1884. Extracts from his report and the opinions of Dr. E. Emmons, formerly State Geologist of North Carolina; Prof. W. C. Kerr, State Geologist; Prof. F. A. Genth, of Philadelphia; S. A. Richards, formerly Superintendent of the Joliet Steel Company; Mr. Thomas Graham, a prominent iron manufacturer of Philadelphia, and others, are published in the Company's prospectus.

The "Manufacturer's Record," of Baltimore, having learned of the proposed organization of this company, investigated, on its own account, the Ore Hill Tract. The report of the expert, Mr. Thomas P. Williams, M. E., is also given in the prospectus.

The company recently employed Mr. Frederick H. Smith, of Baltimore, a noted mining engineer and mineralogist, to examine the property. His report confirmed all that had been claimed, and he advised the company to build the furnaces. Mr. Smith is a man of such eminence in his profession that it would be superfluous to make any mention of the value of his report. He is a member of the American Society of Civil Engineers, a member of the American Institute of Mining Engineers.

Coke for the furnaces will be brought from Pocahontas, 245 miles, by the Norfolk & Western and Cape Fear & Valley Railroads, which will connect at the State line near Mount Airy, N. C.

In the organization of the company the projectors had in view:

FIRST—The building of furnaces for the manufacture of iron and steel and ultimately the building of rolling mills and other industries for the utilization of the product of the furnaces.

SECOND—The acquisition of a considerable area of land around the locality that might be selected as the site of the furnaces, in order that the company might itself enjoy the results of its own work, by getting the benefit of the increase in real estate values that would follow the establishment of furnaces and other industries.

THIRD—The inauguration of a general development and town-building enterprise, starting with an attempt to secure the location on its property, of iron, wood, textile and other industries, thus bringing together an aggregation of factories and stores, and a continually increasing population, with the resulting need for land for business and resident purposes.

Greensboro, the location of the North Carolina Steel and Iron Works, has a population now of 7,000, is the capital of Guilford County. It is the junction of three railroads. It is most favorably situated and climate genial and healthful. It has already 37 industrial institutions and 100 wholesale and retail stores. During the past five years Greensboro has doubled in population.

No effort has ever been made to stimulate its growth beyond the usual exertions of legitimate business. It is beyond all question the most central, healthy and desirable location for all kinds of trade and manufacturing as any spot in the United States.

TOWN SITE PROPERTY.

Before announcing its purpose, the Company, through its agents, secured options on about 2,500 acres of very desirable property adjacent to Greensboro, some of it being within the corporate limits, and the whole of it being in a solid body. About 1,500 acres have already been purchased, and the remainder is being taken up as the options expire. The whole of it has been secured at an average price of \$35.00 an acre. This is no more than has been paid for the town site lands on which most of the industrial towns of the South have been built up, and in comparison with which this has the immeasurable advantages of

EXTENSIVE RAILROAD CONNECTIONS

And facilities unexcelled by any of them; an active, progressive town of 7,000 to start with. Water-works, gas works, electric light works, paved streets, churches and schools, elegant houses, an established society, and all the attractions that pertain to an old community.

THE SURVEY of the Town Lots is now progressing, and it is expected that the Company will have a sale of lots soon as survey is completed. Extra inducements will be offered by the Company to any kind of industry that will locate on the Company's lands, and

MANUFACTURING SITES

Will be donated. Greensboro is destined to equal any of the Southern towns in push, energy and success. It is confidently expected that there will be 25,000 inhabitants here in five years.

LAND SALES—Judging from the experience of other development enterprises, it would seem to be within a reasonable and and conservative limit to expect within two years to realize from sales of lots, covering a comparatively small part of the total area of land purchased, an aggregate sum

Equal to the Capital Stock of the Company.

This, when added to the expected profit from the Company's furnaces and other works, makes the opening for the investment of capital one of the most inviting that has been presented to the public since the beginning of the present industrial era in the South.

THE COMPANY WILL BUILD AT ONCE TWO 75 TON FURNACES,

—ONE TO MAKE—

BESSEMER IRON AND THE OTHER MILL AND FOUNDRY IRON.

SUCCESS—There is no doubt as to the success of the Company. This is purely a North Carolina industry, and there is no reason why the State cannot become one of the great iron producers of the country. People of North Carolina! Look at what your sister States are doing. You can do as well, if not better, if you will only have confidence in what you have got. Subscribe liberally to the stock and trust the men who are at the head of the Company.

Their names alone is a sufficient guarantee as to the reliability and successful management; this, also, backed by the fostering interests of the Cape Fear & Yadkin Valley, and Richmond & Danville Railroads.

THE CAPITAL STOCK OF THE COMPANY IS \$1,000,000.

Large subscriptions have already been received at par. None of the stock will be sold at less than par. The proceeds will go into the Treasury, to be used for development purposes, with a view to making valuable the company lands, and be paid to the shareholder in pro-rata dividends. This is better and surer for the shareholders than to sell the stock at less than par, give away a town lot with it and thus create a wild-cat excitement in drawing for the lots. The lots will be sold for the Company's Treasury, and the proceeds go to developments, encouraging manufacturers to locate and paying dividends. For particulars as to time of payment, &c., address

THE COMPANY,

GREENSBORO, N. C.

I. WINETROB,
MECHANIC TAILOR,
114 Fayetteville St.